

**ERRATA SHEET FOR THE
Initial Study/ Mitigated Negative Declaration for the Clear Creek Road at Clear Creek
Bridge (PM1.82) Replacement Project (Bridge No. 25C0080) Capital Improvement
Program Project No. 77138**

CEQA REQUIREMENTS

State CEQA Guidelines §15073.5(a) requires that a lead agency re-circulate a negative declaration “when the document must be substantially revised.” A “substantial revision” includes: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. Recirculation is not required when new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

In response to the concerns set forth by local community members, the following minor changes are made to the Initial Study and incorporated as part of the Initial Study/Mitigated Negative Declaration.

None of these changes substantially modify the analysis or conclusions of the document, but instead reduce potential impacts within the previously circulated document.

Changes to the text are noted with underline (for added text) or ~~strikeout~~ type (for deleted text).

2.3 Project Description

The proposed project is included in the County Capital Improvement Program and the FSTIP and is being funded by HBP funds administered by Caltrans. The purpose of the project is to improve traffic safety conditions on a public roadway and comply with current County and American Association of State Highway and Transportation Officials guidelines by: (1) replacing a structurally deficient bridge with a new structure that meets current standards, and (2) widening the road geometry approaching the bridge from both north-bound and south-bound directions. The existing bridge was determined to be structurally deficient with a sufficiency rating of 33.5.

The existing Clear Creek bridge, built in 1940, would be replaced by a new concrete culvert or bridge approximately 45 feet long and ~~26~~ 22 feet wide. The existing bridge is a one-lane single-span structure, approximately 28 feet long and 14 feet wide, with reinforced slab on steel girders. The new culvert/bridge would have two ~~40-foot~~ 9 foot lanes and two ~~3-foot~~ 2 foot shoulders with guardrails. Construction of the new culvert/bridge would be implemented in stages to allow vehicle traffic during the construction period, as described below under “Traffic Control.” Demolition materials would be removed and disposed of offsite at an appropriate facility. Blasting is not expected but cannot be ruled out completely, depending on the nature of the subsurface rock that may be encountered. Some vegetation removal would be necessary along the creek to construct the new culvert/bridge. Pile-driving may be required to support a temporary shoring structure used to install the new bridge, if the bridge option is selected. The new bridge abutments would extend to a maximum depth of 10 feet below the existing ground surface. Rock slope protection may be placed at the inlet and outlet of the culvert or around the

new abutments to protect them from scouring and erosion. Retaining walls may be constructed along the creek banks on each side of the culvert (none needed for a bridge) to protect the banks from erosion. The walls would extend between 5 and 50 feet out from the culvert, based on the contours of the creek banks.

The new segment of Clear Creek Road on both sides of the culvert/bridge would be wider than the existing roadway, providing two ~~10-foot-wide~~ 9 foot wide travel lanes and two ~~3-foot-wide~~ 2 foot wide shoulders near the new culvert/bridge, and would taper to match the existing width of Clear Creek Road. Approximately 400 feet of Clear Creek Road would be reconstructed. The new roadway across the culvert/bridge would be at a slightly higher elevation than the existing roadway. Approximately 700 cubic yards of imported materials would be used in construction; fill would be obtained from existing commercial sources. Areas to receive fill would be cleared, scarified, and re-compacted to minimize ground settlement under the increased loading caused by the fill. Excavation would be required around the existing bridge to accommodate the new culvert or at the bridge abutments and for drainage improvements. An estimated 50 cubic yards of material would be excavated. Roadway approach improvements, including re-paving and re-striping, may occur to Sierra Springs Drive on the north end. Sierra Springs Drive is a privately owned extension of Clear Creek Road beginning on the northern end of the project area.